



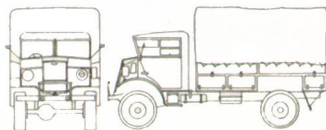
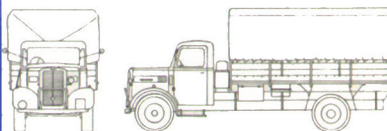
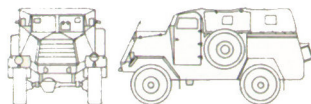
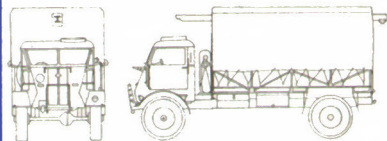
MILITARY VEHICLE DATA

NUMBER ELEVEN

General Motors C15TA 15-cwt 4 x 4 Armoured Truck	(CANADA)
Bedford QLB 3-ton 4 x 4 Tractor L.A.A. (Bofors)	(UK)
Ford WOT3 30-cwt 4 x 2 General Service	(UK)
Chevrolet C60S 3-ton 4 x 4 Derrick	(CANADA)
Morris C8 15-cwt 4 x 4 General Service	(UK)
Ford (B)E2 3-ton 4 x 4 Binned	(UK)
Commer Q4 3-ton 4 x 2 General Service	(UK)
Karrier 'Bantam' 2-ton 4 x 2 Freighter	(UK)
Ford WOT6 3-ton 4 x 4 Breakdown 24kw	(UK)

DRAWINGS AND RESEARCH BY M.P. CONNIFORD

25p.





G.M.C. C15TA 15-CWT 4 x 4 ARMOURED PERSONNEL TRUCK.

Another well known World War II vehicle which remained in service well after the war, many were used during the State of Emergency in Malaya by both military and police units. Like their present day counterpart, the Humber 4 x 4 1-ton Armoured Truck, the G.M.C. was used in a number of roles including that of an armoured ambulance capable of carrying two stretchers.

As a personnel carrier, this vehicle sat 8 men with a stowage for their rifles and personal equipment. Two large stowage compartments were provided above the rear wheels on either side each containing four large haversacks. Four basket bins were also provided inside the body to take eight blankets and small haversacks. There was also a tool locker and a carrier outside the rear door for petrol, oil and water. Protection from the weather was by a detachable canvas tilt on hoops.

14mm armour plate was used on the front with 6mm at the sides and rear. The front ports had protectoscopes, the ports hinging upwards, glass windscreens being provided for use when the ports were open.

Front Axle:

Ratio 6.5 to 1, same differential assembly as rear axle. 5-inch Bendix Weiss joints.

Rear Axle:

Full floating, ratio 6.5 to 1.

Brakes:

Foot, hydraulic vacuum servo assisted.
Hand, transmission brake.

Overall Dimensions:

Length: 15' 7"
Width: 7' 7"
Height: 7' 6¾"

Steering:

Right Hand Drive.

Tyres:

10.50 x 16

Engine:

General Motors 270 6-cylinder petrol, 3.25/32" bore, 4" stroke, of 269.5 cu. ins. capacity 4.41 litres. Maximum B.H.P. 95 at 3,000 r.p.m. governed to 2,750 r.p.m. Maximum torque 2,580 lb/ins at 1,000 r.p.m. R.A.C. rating 34.31 horsepower.

Clutch:

Single dry plate.

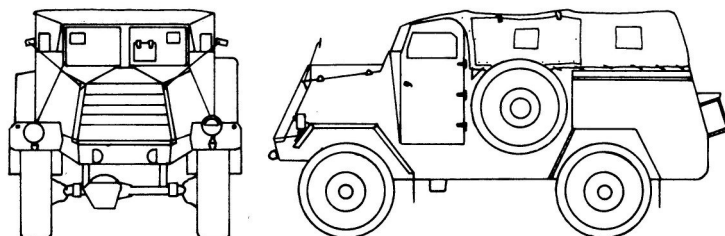
Gearbox:

4 forward and 1 reverse.
Ratios 5.00 to 1, 2.61 to 1, 1.89 to 1, 1.00 to 1 and 5.94 to 1 in reverse.

Transfer Box:

2 speed, ratios direct and 1.87 to 1.

Photograph opposite courtesy the R.E.M.E. Museum.





BEDFORD QLB TRACTOR 4 x 4 LIGHT A.A. (BOFORS)

These Light Anti-Aircraft Gun Tractors were produced throughout the Second World War and gradually replaced the earlier Morris-Commercial CD/SW 6 x 4 Tractor. The purpose built body could carry seven crew members, five in the crew's compartment and two more in the rear section of the body. An eighth crewman shared the vehicle cab with the driver. The crew's compartment had large doors on either side with detachable side curtains and a sliding panel was provided in the roof. The rear section of the body carried:— 4 cases of 40mm ammunition, kit containers, spare gun barrel case, spare gun wheel, at the rear of the crew's compartment, and equipment lockers. A detachable canvas cover could be erected on hoops. The top of the driving cab and of the crew's compartment could be removed to give a maximum shipping height of 7' 6". A 5-ton winch with 175 feet of cable was incorporated in the design.

Front Axle:

Fully floating spiral bevel drive, gear ratio
16 to 1.

Rear Axle:

As front.

Suspension:

Semi-elliptic with hydraulic shock absorbers
absorbers front and rear.

Brakes:

Foot, servo assisted hydraulic on all wheels.
Hand, mechanical on rear wheels only.

Steering:

Worm and sector.

Overall Dimensions:

Length 18' 8"
Width 7' 6"
Height 9' 3"

Tyres:

10.50 x 20 Cross Country.

Engine:

Bedford 6-cylinder petrol, 85.73mm bore,
101.6mm stroke, of 3,518 litres capacity.
R.A.C. rating 27.34 horsepower. Maximum
Maximum B.H.P. 72 at 3,000 r.p.m.
Maximum torque 1,944 lb/ins at 1,200
r.p.m.

Clutch:

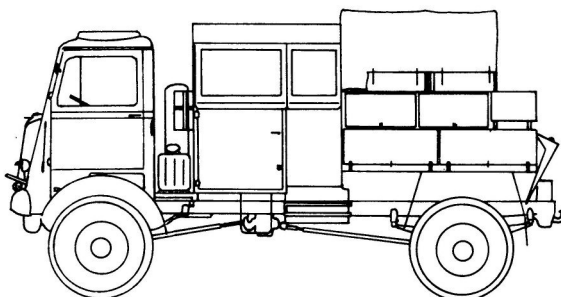
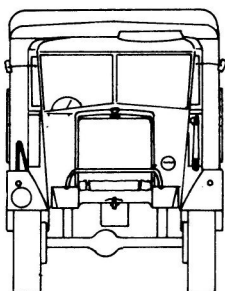
10" diameter single dry plate.

Gear boxes:

Main, 4 forward and 1 reverse, auxiliary 2
speed. Overall ratios (high) 52.7 to 1,
25.3 to 1, 12.5 to 1, 7.3 to 1, and 52.2 to
1 in reverse. Low 102.03 to 1, 49.03 to 1
24.16 to 1, 14.13 to 1, and 101.04 to 1
in reverse.

Other Dimensions:

Turning circle 54' 0"
Track, front 5' 8"
rear 5' 6½"
Wheelbase 11' 11"
Ground clearance 1' 0"





FORD WOT3, TRUCK 30-CWT 4 x 2, GENERAL SERVICE

Although introduced as a 1-ton Open Lorry (WOT3A), later versions were classified as 30-cwt lorries and differed only slightly as follows:— WOT3B & C had low sides, WOT3D had the standard general service body as did the WOT3E, the latter having two fuel tanks.

Used by the Army and Royal Air Force a number of different uses were catered for besides that of personnel or load carrier, these included a Mobile Electric Arc Welding plant and a variety of Workshop bodies of the House-type. Early versions were fitted with 32 x 6 tyres, dual at rear. A number were converted into tractors for RAF use.

Front Axle:

'H' section Beam.

Rear Axle:

Fully floating with torque tube drive,
ratio 6.67 to 1.

Suspension:

Semi-elliptic front and rear, WOT3E had
helper springs.

Brakes:

Foot and hand mechanical on all wheels.

Tyres:

10.50 x 16

Overall Dimensions:

Length: 19' 0"

Width: 7' 3"

Height: 9' 6"

Stripped Shipping Height: 6' 9½"

Inside Body Dimensions:

Length: 9' 0"

Width: 6' 6"

Height: 5' 6"

Engine:

Ford V8 petrol, 3.06" bore, 3.75" stroke,
of 3.62 litres capacity. R.A.C. rating
30.01 horsepower. Maximum B.H.P. 85
at 3,800 r.p.m. Maximum torque 1,800
lb/ins at 2,000 r.p.m.

Clutch:

Single dry plate.

Gearbox:

4 forward and 1 reverse.

Overall ratios: 42.65 to 1, 20.61 to 1,
11.24 to 1, 6.67 to 1 and 52.13 to 1 in
reverse.

Other Dimensions:

Wheelbase: 11' 11½"

Track, front 6' 1"

rear 5' 10"

Turning circle: 53' 0"

Ground clearance: 9 3/8" rear axle.

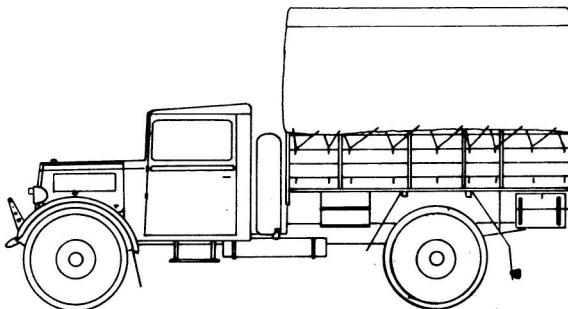
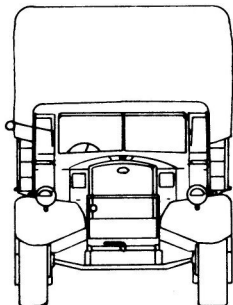
Fuel Capacity:

WOT3D 15 gallons 150 miles radius

WOT3E 30 gallons 300 miles radius

Maximum Speed:

45 m.p.h. at governed r.p.m.

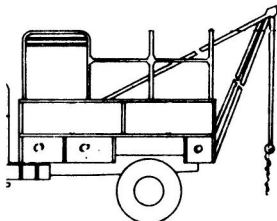




CHEVROLET C60S LORRY 3-TON 4 x 4 DERRICK

Another of the many bodies which were mounted on both the Canadian Military Pattern short wheel base Chevrolet C60S and Ford F60S chassis. These particular vehicles were designed for use by Engineers during bridging operations to lift girders, panels, etc., and for general light lifting of equipment. They were also used by Field Park Squadrons to lift vehicle engines and items of similar weight.

The steel body had hinged sides, tool lockers, removable superstructures and canvas tilt. Two jacks were provided to support the body against down thrust. Special equipment included three demountable derrick legs, 45-feet maximum length, and a winch driven by a power take off with 200-feet of ½-inch cable. Maximum lift 4,500 lbs. The lifting arrangement is shown in the small inset sketch below:



Engine:

Chevrolet 6-cylinder petrol, 3½" bore, 3¾" stroke, of 3,54 litres capacity.
R.A.C. rating 29.4 horsepower.
Maximum B.H.P. 78 at 3,200 r.p.m.
Maximum torque 2,016 lb/ins at 1,100 r.p.m.

Suspension:

Front and rear, semi-elliptic with hydraulic shock absorbers.

Clutch:

10¼" diameter single dry plate.

Axles:

Front and rear, full floating spiral bevel.

Gearbox:

4 forward and 1 reverse. Overall ratios (high), 52.0 to 1, 25.0 to 1, 12.3 to 1, 7.2 to 1 and 51.5 to 1 in reverse.

Brakes:

Foot, hydraulic on all wheels, hand, mechanical on propeller shaft,

Tyres:

10.50 x 20

Steering:

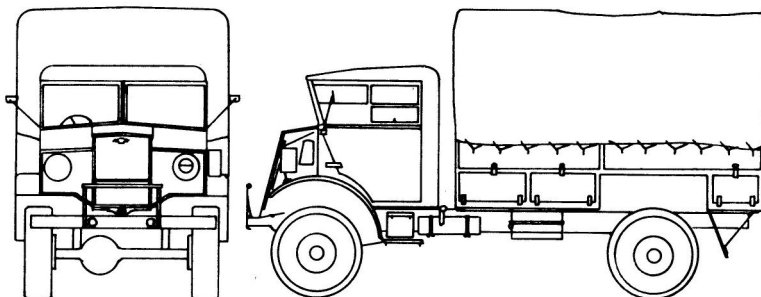
Right Hand Drive, ball bearing nut and sector.

Other Dimensions:

Wheelbase: 11' 2"
Track, front 5' 8½"
rear 5' 9"
Turning circle 67' 0"
Ground clearance 11"

Overall Dimensions:

Length: 18' 3"
Width 7' 0"
Height: 9' 9"





MORRIS C8/GS TRUCK 15-CWT 4 x 4 GENERAL SERVICE

Brought into service in 1944 as an additional four-wheel-drive 15-cwt load and personnel carrier to augment Canadian and American trucks of a similar capacity, this sturdy vehicle utilised many parts from the very successful Morris C8 4 x 4 'Quad' Field Artillery Tractor.

The body, whilst being like those fitted to 4 x 2 drive 15 cwt trucks was 6-inches wider; two versions were built, one of wood and the other all steel. The all enclosed cab had a removable windscreen, folding canvas top and detachable side curtains. An anti-aircraft hiping was provided.

Axes:

Front and rear spiral bevel, ratio 6.57 to 1

Suspension:

Semi-elliptic front and rear with hydraulic shock absorbers.

Brakes:

Foot, hydraulic on all wheels, hand mechanical on rear wheels only.

Tyres:

9.00 x 16.

Overall Dimensions:

Length 15' 2"

Width 6' 10"

Height 7' 0"

Inside Body Dimensions:

Length 6' 5¼"

Width 6' 4½"

Height 4' 7"

Stripped Shipping Height: 6' 0"

Gross Weight:

Unladen: 2 tons 11 cwt.

Laden: 3 tons 19 cwt.

Engine:

Morris 4-cylinder petrol, 100mm bore, 112mm stroke, of 3.5 litres capacity.

Maximum B.H.P. 70 at 3,000 r.p.m.

Maximum torque 1,800 lbs/ins at 1,250 r.p.m.

Gearbox:

5 forward and 1 reverse.

Ratios of 10.1 to 1, 5.68 to 1, 3.03 to 1, 1.74 to 1, 1.00 to 1 and 10.1 to 1 in reverse.

Transfer Box:

Ratio direct. Front wheel drive automatic in bottom gear, optional in other gears.

Other Dimensions:

Wheelbase: 8' 3"

Track, front and rear 5' 5¼"

Ground clearance: 10" at rear axle

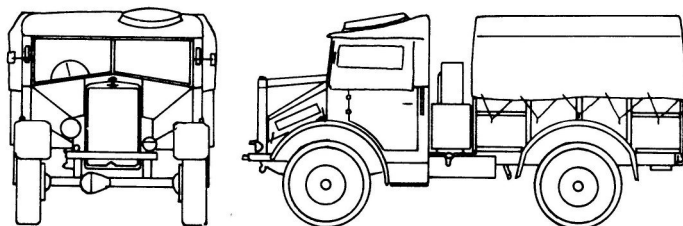
1' 5" under belly.

Turning circle: 50' 0"

Radius of Operation:

240 miles

*Photographs opposite: Front view Conniford Collection
Rear view courtesy J.B. Church.*





FORD (B)E2 TRUCK 3-TON 4 x 4 BINNED

In 1954 this vehicle was introduced into service as a replacement for the various wartime stores lorries still in use, a number of these vehicles have already been covered in earlier editions of Military Vehicle Data — Dodge T110 3-ton 4 x 2 in MVD 4 and Leyland Retriever 3-ton 6 x 4 in MVD 8.

This vehicle has a fully insulated body with shelves down both sides and across the front end. All shelves have detachable wire cage fronts to prevent movement of stores while the truck is in motion. There is a stable type door at the rear, and one large window on either side. The interior is equipped with electric lighting.

The chassis was designed by the Ford Motor Company to meet a 4-wheel drive 3-ton general service requirement and wherever possible standard Ford components were utilised.

Suspension:

Longitudinal semi-elliptic front and rear with double acting hydraulic shock absorbers.

Engine:

Ford V8 petrol, 3.187" bore, 3.75" stroke, of 239.4 cu. ins. capacity. Maximum B.H.P. 87.1 at 3,500 r.p.m., maximum torque 165 lb/ft at 2,000 r.p.m.

Axles:

Front and rear fully floating hypoid with a ratio of 7.20 to 1.

Clutch:

11" diameter single dry plate.

Steering:

Marles worm and double roller.

Gearbox:

4 forward and 1 reverse, sychromesh type on 2nd, 3rd and top.

Dimensions — Overall:

Length 21' 10"
Width 7' 4"
Height 10' 7½"

Brakes:

Foot, hydraulic internal expanding vacuum servo assisted on all wheels.
Hand, mechanical on rear wheels only.

Dimensions — Inside Body:

Length 13' 11 3/8"
Width 2' 3" (between racks)
Height 6' 3½"

Other Dimensions:

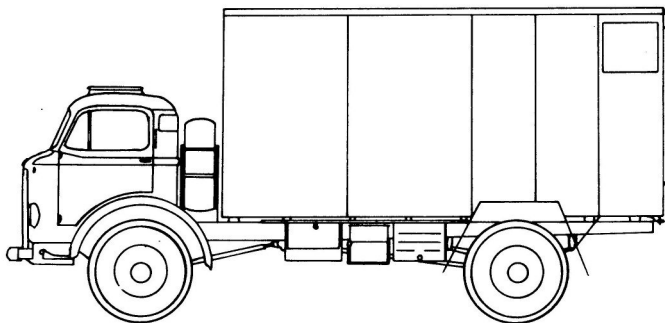
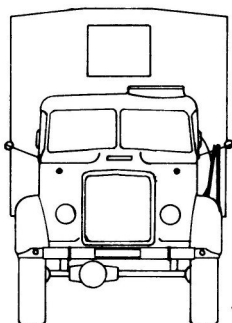
Wheelbase: 12' 6"
Track, front 5' 9½"
rear 6' 0"

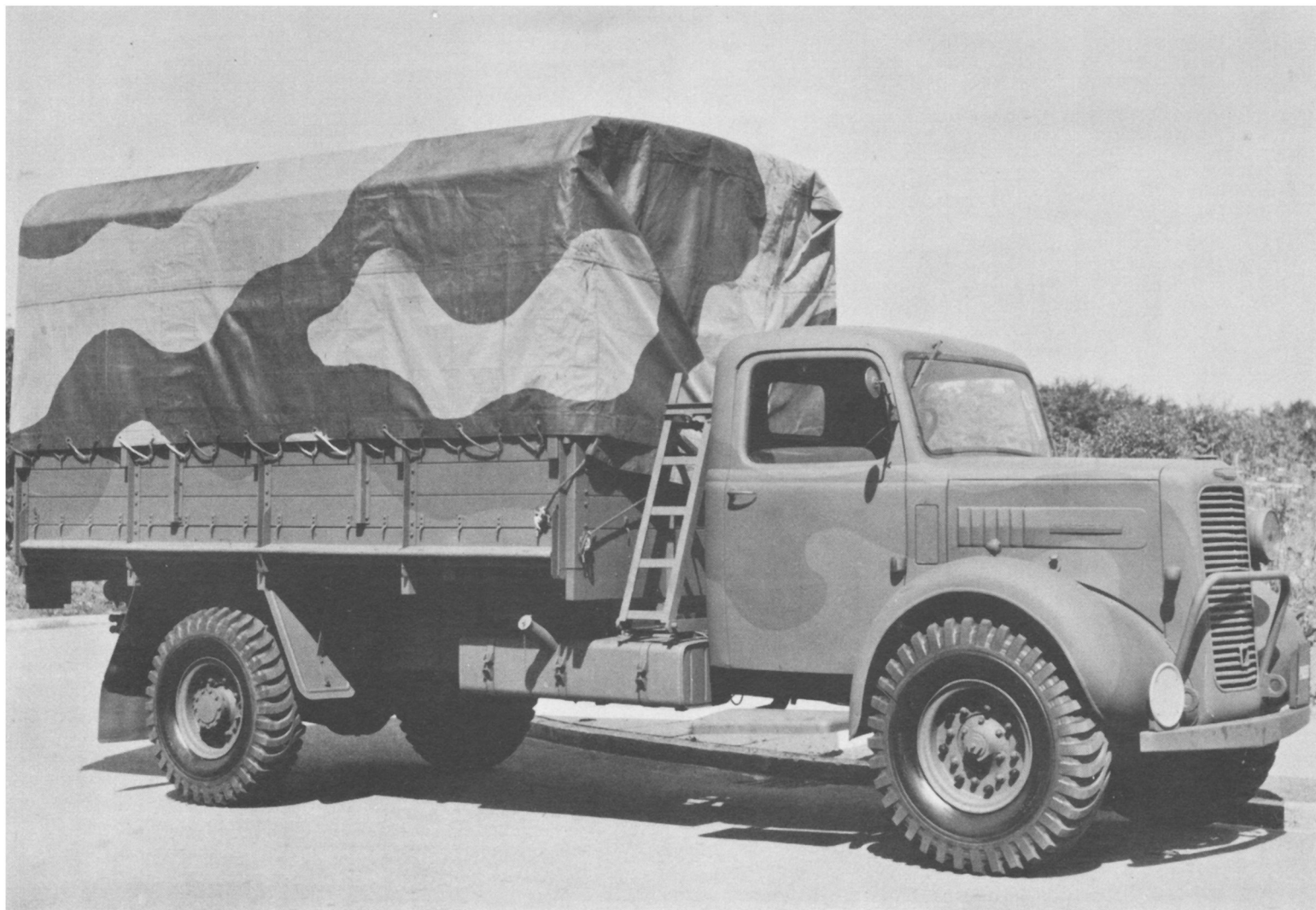
Weight:

Unladen 11,870 lb.
Laden 18,000 lb.

Tyres:

11.00 x 20 Cross Country.





COMMER Q4 LORRY 3-TON 4 x 2 GENERAL SERVICE

The pre-Second World War Commer 4/5-ton lorry was adapted for use as a 3-ton Load Carrier, the body had a floor area of 80 square feet and was fitted with a canvas tilt carried on four tubular steel hoops, giving a maximum interior height of 6' 6". Various War Department modifications were incorporated, including: a chainbox, tool box, standard 5-row radiator block and fan cowl, tubular radiator guard, towing gear at rear, loops at front.

This type of vehicle was produced with a single windscreen, as photograph, at first, but later on a divided screen was fitted. Some early models also had 34 x 7 dual rear tyres. Although widely used they were withdrawn from service by 1950.

Suspension:

Semi-elliptic, front and rear with hydraulic shock absorbers.

Front Axle:

Steel stamping.

Rear Axle:

Full floating, spiral bevel drive, ratio 7.14 to 1.

Brakes:

Foot, hydraulic on all wheels; hand mechanical on rear wheels only.

Dimensions — Overall:

Length 21' 1"
Width 7' 1½"
Height 10' 3"

Dimensions — Inside Body:

Length 12' 3"
Width 6' 6"
Height 6' 0"

Stripped Shipping Height: 6' 11"

Radius of Operation: 210 miles.

Engine:

Commer 6-cylinder petrol, 85mm bore, 120mm stroke, of 4.08 litres capacity. Maximum B.H.P. 81 at 3,200 r.p.m. Maximum torque 2,140 lbs/ins at 1,200 r.p.m.

Clutch:

11-inch single dry plate.

Gearbox:

4 forward and 1 reverse gear.
Overall ratios, 45.8 to 1, 24.0 to 1, 12.76 to 1, 7.14 to 1 and 58.8 to 1 in reverse.

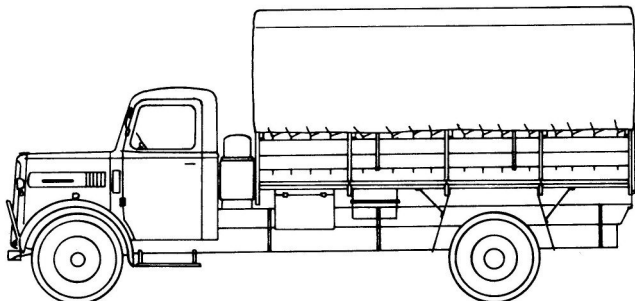
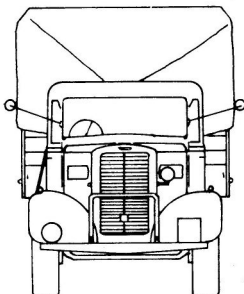
Tyres:

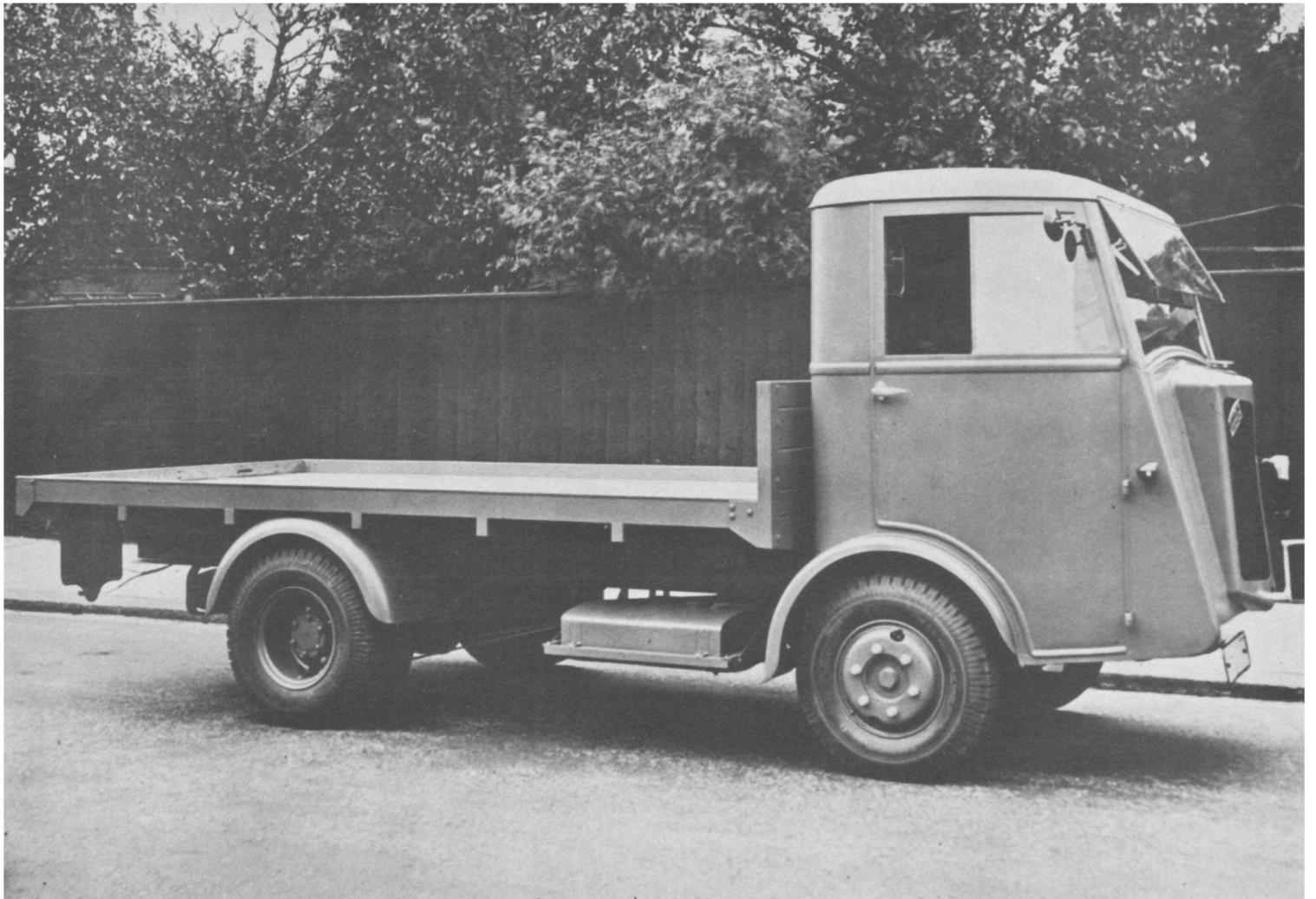
10.50 x 16 Cross Country.

Other Dimensions:

Wheelbase: 13' 9"
Track, front 5' 4"
rear 5' 8"
Ground clearance, rear axle 9"
belly 1' 5½"
Turning circle: 56' 0"

Maximum Speed at governed r.p.m. : 40 m.p.h.





KARRIER 'BANTAM' 2-TON 4 x 2 FREIGHTER

This Platform Lorry was supplied during the second World War to the Air Ministry to transport 2-ton loads over short distances. Designated 'Freighter, Store Low Loading', it had to meet the limitations of a maximum loading height of 2' 10" and at the same time be extremely manoeuvrable for use in hangars and for loading aircraft.

These requirements were met by using the full forward driving position on a short wheelbase of only 7' 9" to give a 29-foot turning circle, and by the fitting of smaller diameter wheels.

Front Axle:

Reversed Elliott.

Rear Axle:

Full floating spiral bevel, ratio 7.5 to 1

Suspension:

Semi-elliptic, front and rear.

Brakes:

Foot, mechanical on all wheels. Hand, mechanical on rear wheels only.

Tyres:

25" x 6", single front, twin rear.

Overall Dimensions:

Length: 15' 10"

Width: 6' 3"

Height: 6' 6"

Platform Body Dimensions:

Length: 11' 0"

Width: 6' 0"

Loading Height, tailboard removed:

2' 10"

Engine:

Humber 4-cylinder petrol, 75mm bore, 110mm stroke, of 1.94 litres capacity, R.A.C. rating 13.95 horsepower. Maximum B.H.P. 42 at 3,250 r.p.m., maximum torque 996 lbs/ins.

Clutch:

9" diameter single dry plate.

Gearbox:

4 forward and 1 reverse.

Overall ratios, 43.3 to 1, 23.8 to 1, 13.7 to 1, 7.5 to 1 and 66.0 to 1 in reverse.

Other Dimensions:

Wheelbase: 7' 9"

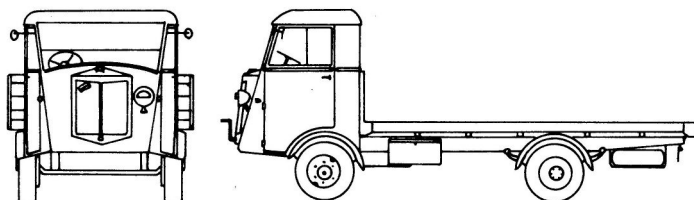
Track, front 4' 9 $\frac{3}{4}$ "

rear 5' 0"

Ground clearance: 6" rear axle.

Fuel Capacity:

10 gallons.





FORD WOT6, 3-TON 4 x 4 BREAKDOWN 24kw.

The majority of pre-war and wartime Gantry type breakdown vehicles were mounted on 3-ton 6 x 4 chassis, including the Leyland Retriever, Crossley IGL8, Guy FBAX, Austin K6, Dodge VK60 and Canadian Ford F60H. One exception was the four-wheel-drive Ford WOT6 termed Breakdown 24kw R.E..

The body was fitted with a travelling hand-operated block mounted on the gantry and capable of a maximum lift of 2½-tons. A 24 kilowatt generator driven by a power-take-off was fitted at the front end of the body. A three-quarter front view photograph of this type of breakdown appears in Bellona Handbook 3 Part 1.

Axles:

Full floating, spiral bevel drive, ratio 7.6 to 1.

Suspension:

Semi-elliptic, front and rear.

Brakes:

Foot, mechanical on all wheels. Hand, mechanical on rear wheels.

Tyres:

10.50 x 20.

Overall Dimensions:

Length: 19' 11"

Width: 7' 6"

Height: 10' 6"

Inside Body Dimensions:

Length: 12' 6"

Width: 6' 10"

Height: 6' 0"

Gross Weight Laden:

7 tons 10¼ cwt.

Engine:

Ford V8 petrol, 3,08" bore, 3.75" stroke, of 3,62 litres capacity. Maximum B.H.P. 85 at 3,800 r.p.m. Maximum torque 1,800 lb/ins. at 2,000 r.p.m.

Gearbox:

Main. 4 forward and 1 reverse.
Transfer case ratios, direct and 2.42 to 1.
Overall ratios (high), 48.5 to 1, 23.4 to 1, 12.8 to 1, 7.6 to 1 and 59.4 to 1 in reverse.
Four-wheel-drive low ratio, rear-wheel-drive high ratio.

Other Dimensions:

Track, front and rear 5' 10"

Ground clearance, rear axle 11½"

Turning circle: 58' 6"

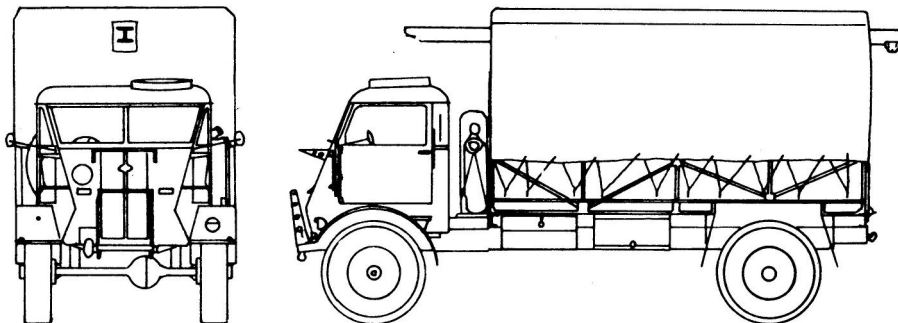
Fuel Capacity:

35 gallons giving a 280 mile radius of operation.

Maximum Speed:

45 m.p.h. at governed r.p.m.

Photo opposite courtesy the R.E.M.E. Museum.





BELLONA PUBLICATIONS

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Each part 40p

MILITARY VEHICLE DATA

- 1** Ford (F60L) Portee 3-ton (CA); Leyland Hippo G.S. 10-ton (UK); Dodge T 110 L-5 Water Tank 3-ton (CA); Dennis Tipper 3-ton (UK); Guy FBAX Wireless 3-ton (UK); Dodge T214 Weapons Carrier (US); Chevrolet (C60L Office 3-ton (CA); Morris CS8 Water 15-cwt (UK); GMC DUKW Amphibian 2½-ton (US).
- 2** Albion 'FT 11' Lorry 3-ton (UK); American 'BRC' 4 x 4 Light Recce Car (US); Bedford 'OYC' Lorry 3-ton X-Ray (UK); Diamond T Lorry 4-ton G.S. (US); Ford 'WOA2' Heavy Utility (UK); Mack 'NR4D' Lorry 10-ton G.S. (US); Thompson 500-gallon Fuel Tender (UK); Maudslay 'Militant' Lorry 6-ton G.S. (UK); White 'M3A1' Truck 15-cwt Personnel (US).
- 3** Austin 'K6' Lorry 3-ton Transmitter (UK); Bedford 'OY' Lorry 3-ton Water Tank (UK); Chevrolet Truck 1½-ton G.S. w/Winch (US); Foden 'DG/6/10' Lorry 10-ton G.S. (UK); Ford (F602L) Lorry 3-ton Ambulance (CA); Guy 'ANT' Truck 15-cwt G.S. (UK); Standard 12 Light Utility (UK); Thornycroft 'SM/GRN/6/2' 10-ton Cargo (UK); Bedford QLT Lorry 3-ton Troop Carrying (UK).
- 4** Bedford MWD Truck 15-cwt G.S. (UK); Crossley IGL 8 3-ton Searchlight (UK); Dodge T110 Lorry 3-ton Stores (CA); Leyland 'Lynx' Lorry 3-ton G.S. (UK); Chevrolet (C60S) Truck 3-ton Dump (CA); Thornycroft 'Tartar' Lorry 3-ton (UK); Karrier 'K6' Truck 3-ton G.S. (UK); Ford C11AD Heavy Utility (CA); Morris Commercial Truck 15-cwt Wireless (House Type) (UK).
- 5** Adler '3Gd' Car Medium 4 x 2 Kfz 12 (GE); Daimler-Benz 'G5' Car Medium 4 x 4 (GE); Daimler-Benz 'G3a' Truck light 6 x 4 (GE); Steyr Daimler-Puch '1500 A' Truck Light 4 x 4 (GE); Daimler-Benz 'L3000 S' Truck Medium 4 x 2 (GE); Adam Opel 'Blitz 3tr' 3,6-6700 A Truck Medium 4 x 4 (GE); Faun 'ZR' Tractor wheeled heavy 4 x 2 (GE).
- 6** Chevrolet Truck 1½-ton 4 x 4 Telephone Maintenance (US); Leyland 'Hippo' 10-ton 6 x 4 Printing (UK); Ford 'WOT 6' Lorry 3-ton 4 x 4 G.S. (UK); Morris 'CDF' Lorry 30-cwt 6 x 4 G.S. (UK); Standard 14 4 x 2 Light Ambulance (UK); Bedford 'RL' Lorry 3-ton 4 x 4 G.S. Cargo (UK); Chevrolet (C30) Truck 30-cwt 4 x 4 Slave Battery (CA); Humber 4 x 4 Heavy Utility (UK); Morris Truck 8-cwt 4 x 2 F.F.W. (UK).
- 7** Bedford QL Portee & Fire (UK); Albion BY1 General Service (UK); A.E.C. 0854 Refueler (UK); Ford F60L Armoured Lorry (CA); Dennis Max Mk. 1 General Service (UK); Morris CS8 office (UK); Dodge T215 Pick-up (US); Austin K3 General Service (UK); Ford WOT2H office (UK).
- 8** Austin K5 3-ton General Service (UK); Diamond T981 12-ton M.20 (UK); Dodge T222 D15 15-cwt General Service (CA); Leyland 'Retriever' 3-ton Stores (UK); Albion FT15N Tractor Field Artillery (UK); Ford FT15 15-cwt General Service (CA); Dodge Ambulance T214 ½-ton (UK); Ford WOT2H 15-cwt Light Warning (UK); Thornycroft 'Nubian' TF/AC 4/1 3-ton General Service (UK).
- 9** Chevrolet C60L Lorry 3-ton 4 x 4 Mobile Canteen (CA); Ford WOT8 Truck 30-cwt 4 x 4 General Service (UK); Crossley IGL8 Lorry 3-ton 6 x 4 Derrick (UK); Bedford OY Lorry 3-ton 4 x 2 Stores RASC Type (UK); Mack LM SW 23 Tractor 5-ton 6 x 4 Heavy Breakdown (USA); Thornycroft WOF/DC4/2 Lorry 3-ton 6 x 4 General Service (UK); Austin K6 Lorry 3-ton 6 x 4 20KVA Power Equipment (UK); Ford F6DL Truck 3-ton 4 x 4 General Service (UK); Foden DG 6/12 Lorry 10-ton 6 x 4 Printing (UK).
- 10** Auto-Union/Horch Type '830' Car, Medium 4 x 2 Bussing-Nag 4500A Heavy Cargo Truck 4 x 4 Faun Type L.900 D567 Heavy Truck 6 x 4 Maffei Type MS2 201 Prime Mover Zuendapp KS750 Motorcycle, Heavy with Sidecar 3 x 2 Phaenomen 'Granit 1500' 1½-ton Steyr-Daimler-Puch 640 Light Truck 6 x 4 Volkswagen, type 82 Car, Light, 4 x 2 Volkswagen, type 128 Car, Light 4 x 4 Amphibious.

As many as nine vehicles may be covered in each issue by way of 1:76 scale sketches, brief historical details, full technical specification and photographic coverage of each vehicle. 9 x 6½ in. 20 pages, front and side views, specifications, dimensions, etc